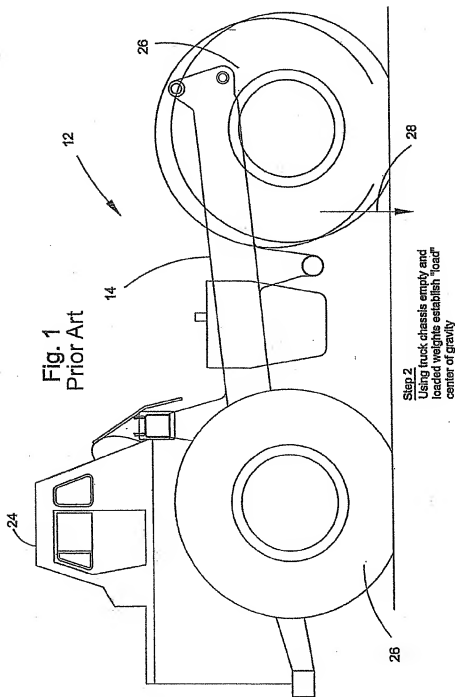


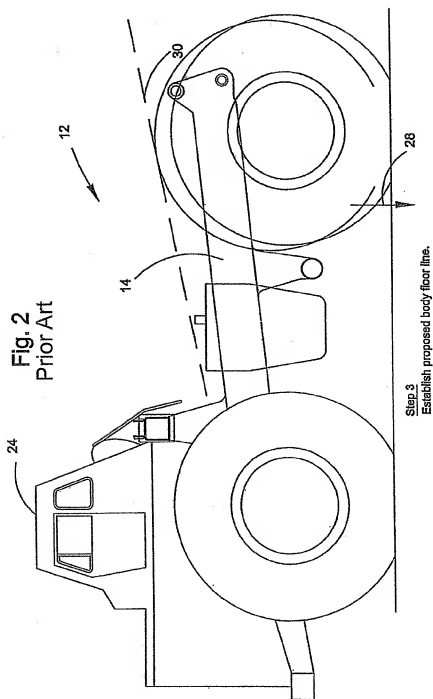
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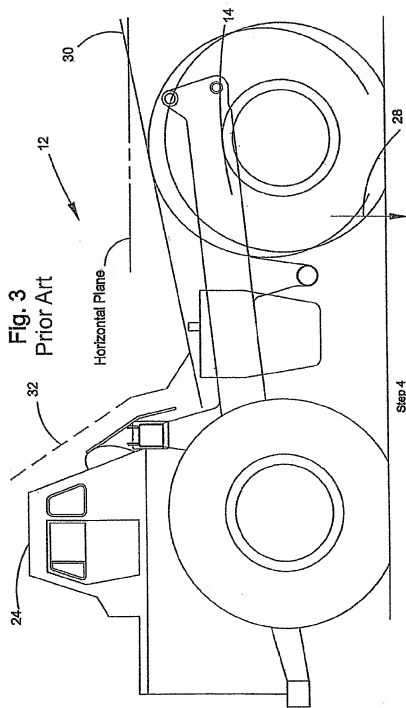
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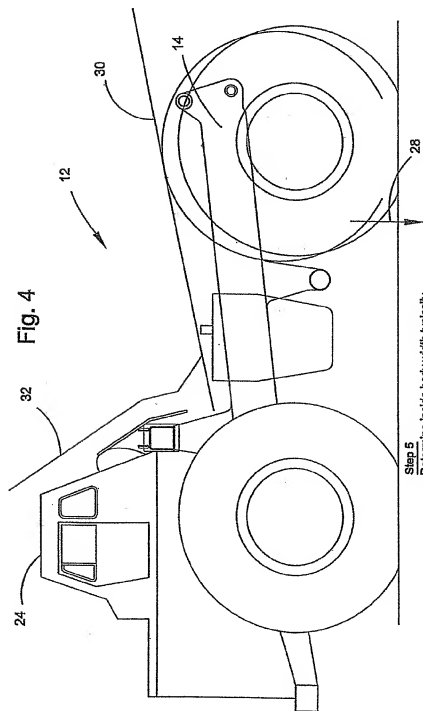
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Step 4
Establish proposed body front
slope line.

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Step 5

Determine inside body width typically
90 - 115% of the overall rear axle fire width
or as set by the truck chassis manufacturer.

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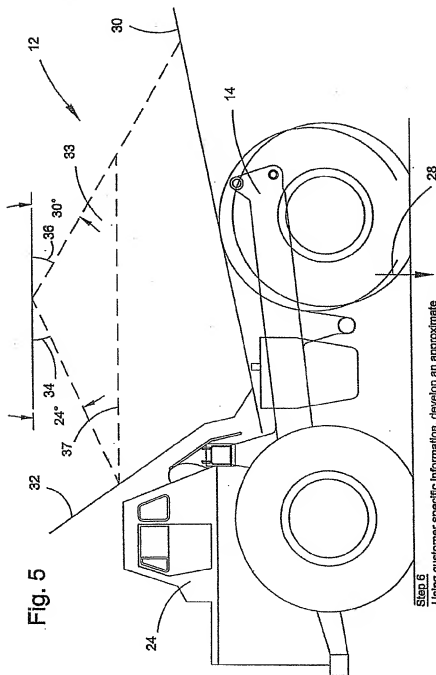
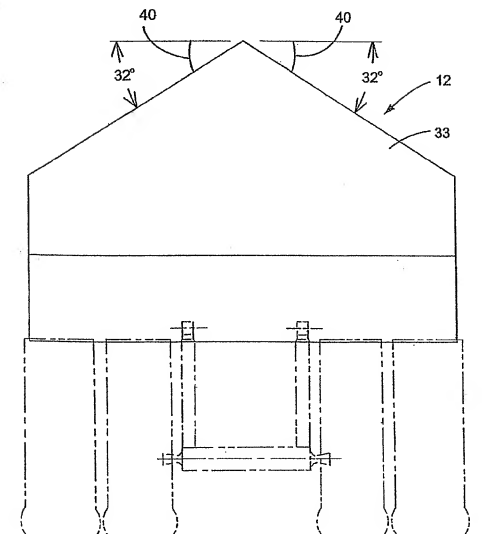


Fig. 5

Step 6
Using customer specific information, develop an approximate heap profile. Determine the center of gravity of the approximate heap profile and compare it to the correct center of gravity of Step 2.

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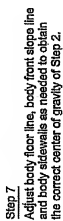
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Step 6

Fig. 6

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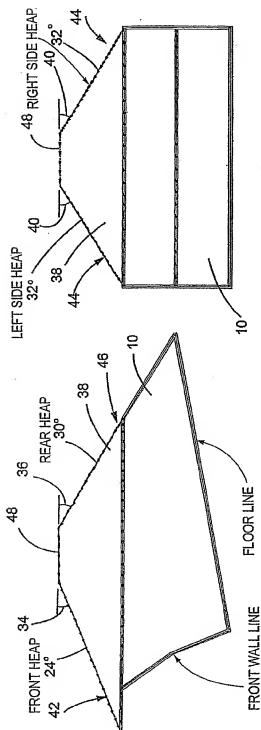


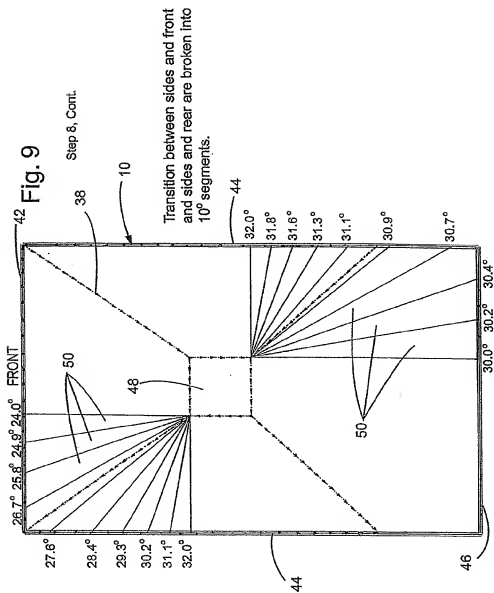
Fig. 8A

Fig. 8B

Step B
Based on the specific customer information and the resulting load profile, a three dimensional model is developed which incorporates the actual side, front and rear angles of material repose and corner voids.

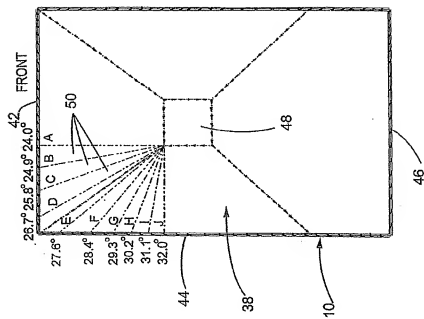
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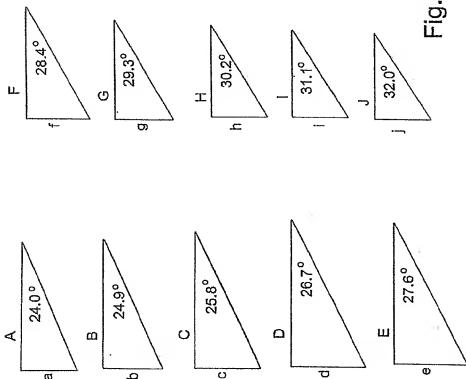
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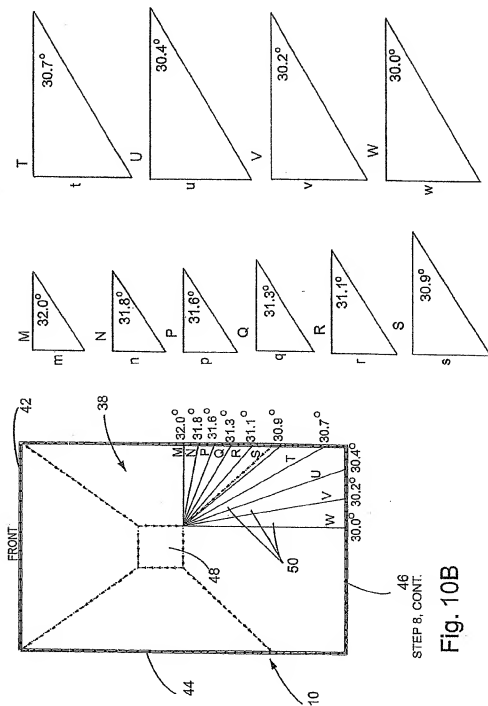
Step 8, cont.

Fig. 10A



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STEP 8, CONT.

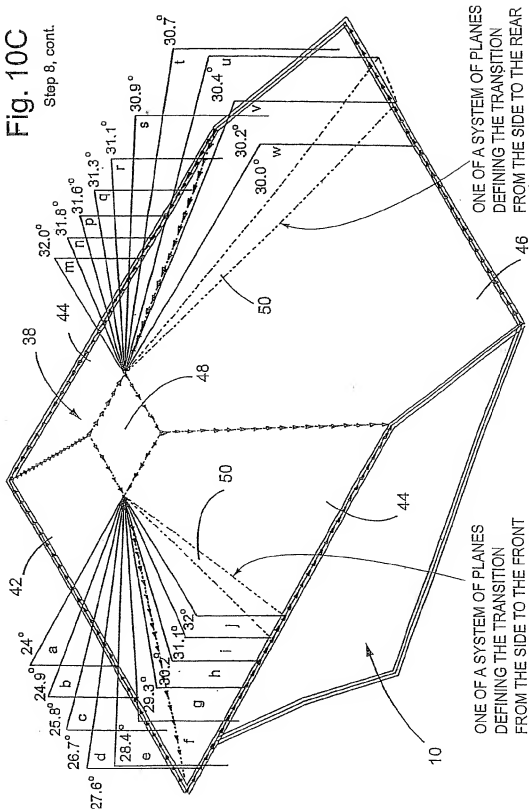
Fig. 10B

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Fig. 10C

Step 8, cont.

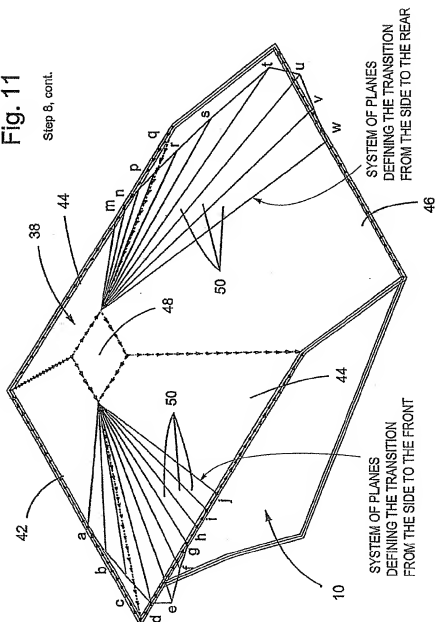


REPLACEMENT SHEET

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Fig. 11

Step 8, cont.

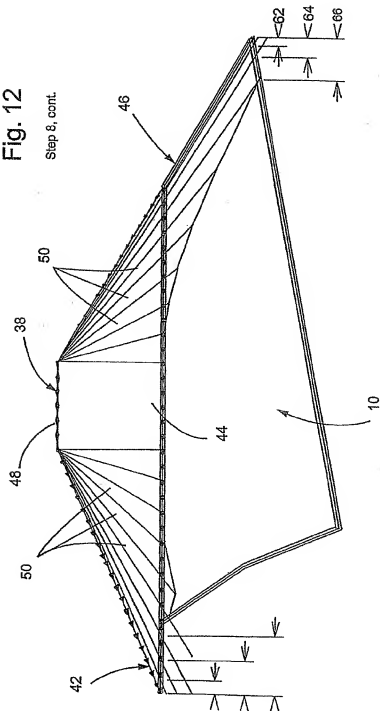


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Fig. 12

Step 8, cont.

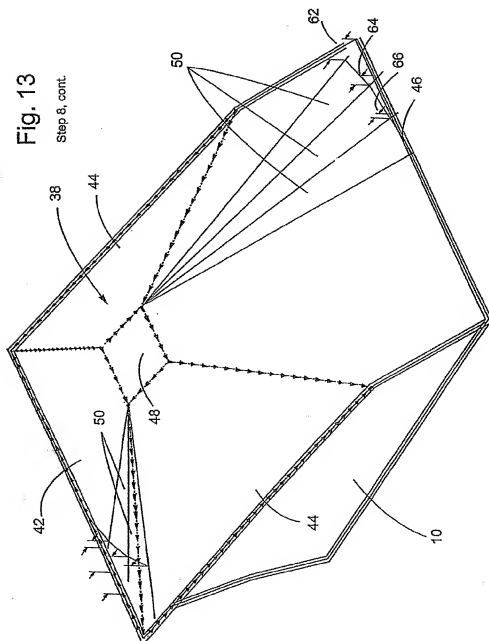


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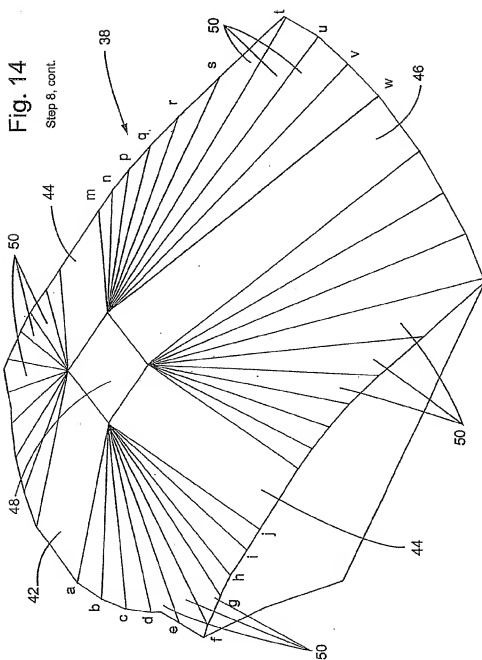
Fig. 13

Step 8, cont.



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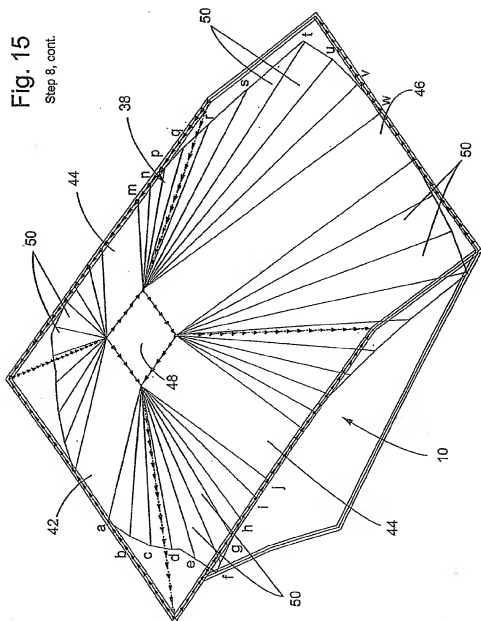


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Fig. 15

Step 8, cont.



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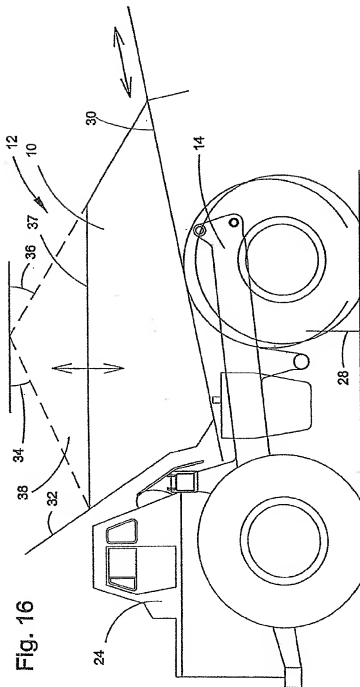


Fig. 16

Steps 9 - 11

The center of gravity of the three dimensional load model of Step 8 is determined and then compared to the correct center of gravity of the load as determined in Step 2.

If the center of gravity of the three dimensional load model is not properly positioned, then a new three dimensional load model is created based on the customer specific data and through adjustment of the design parameters of the dump body in an iterative process so that the load center of gravity of the load model is placed in the desired position.

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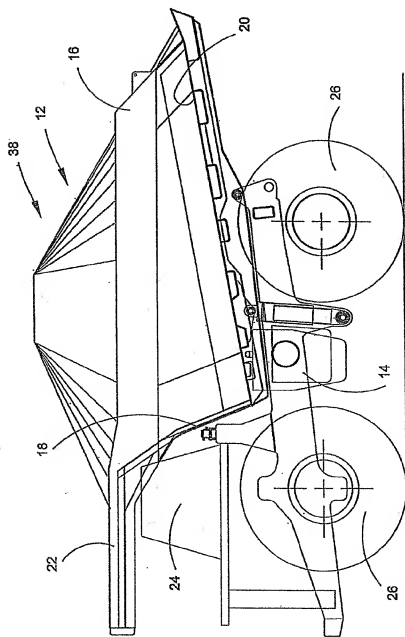
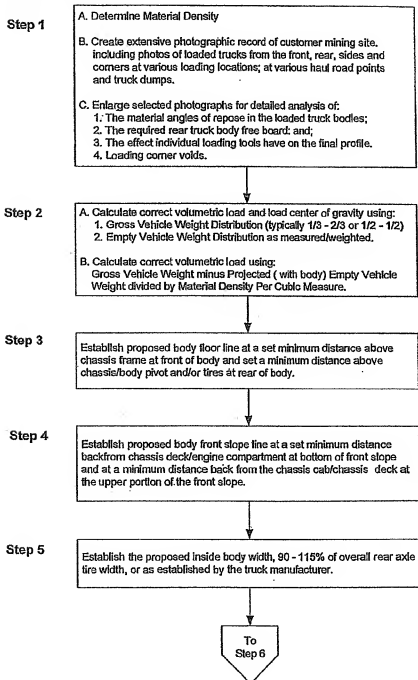


Fig. 17

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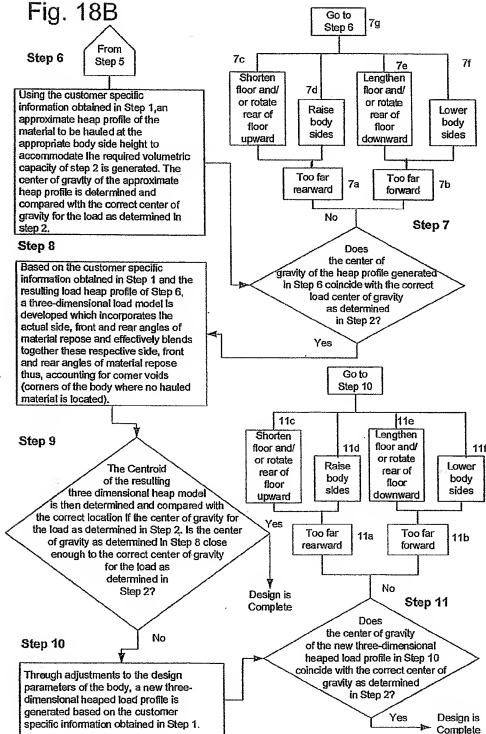
Fig. 18A



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Fig. 18B



REPLACEMENT SHEET

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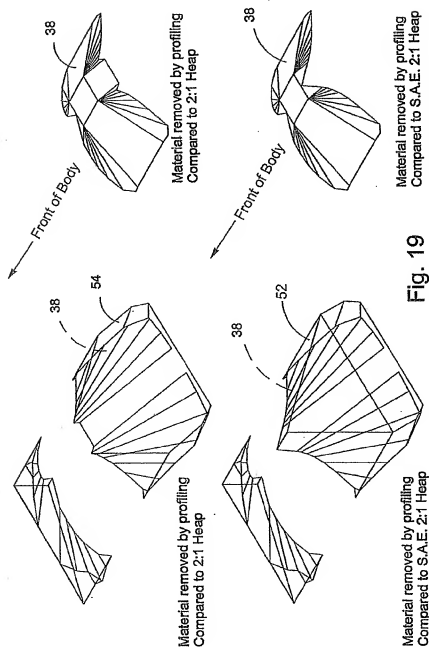


Fig. 19

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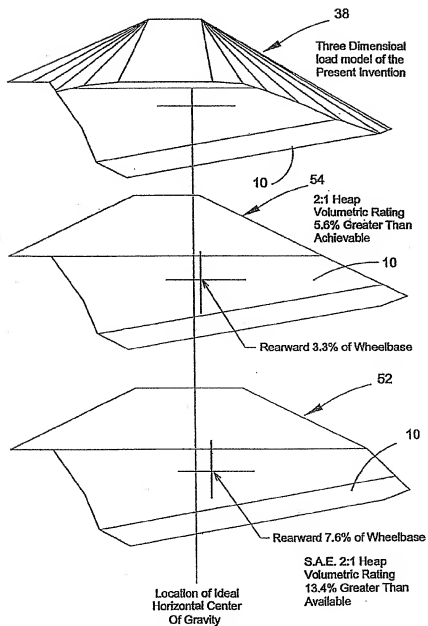


Fig. 20

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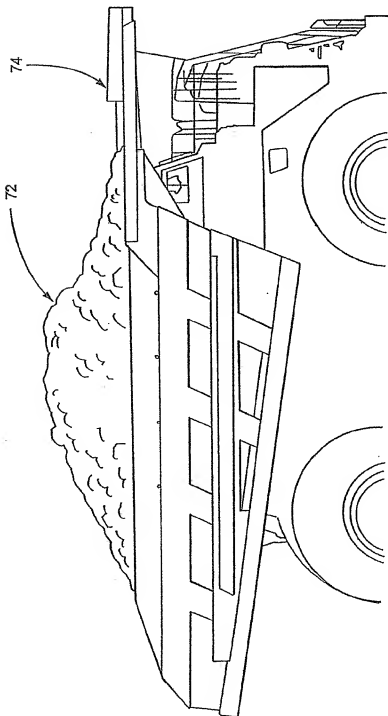


Fig. 21
Prior Art

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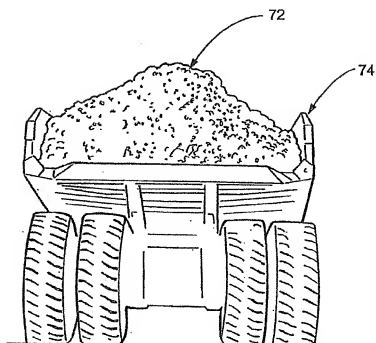


Fig. 22
Prior Art

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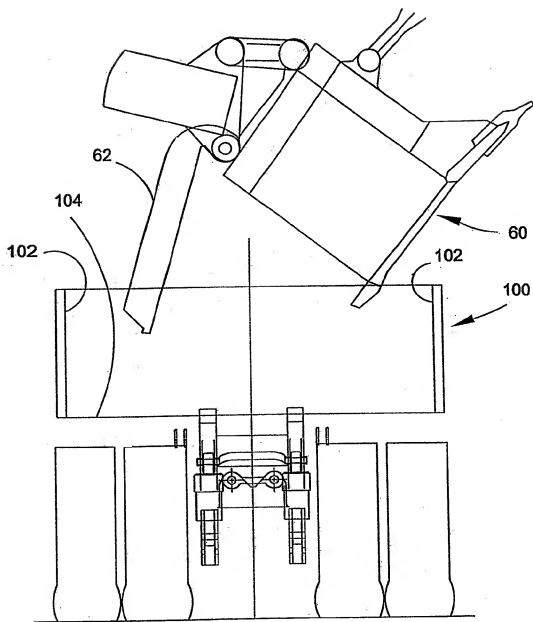


Fig. 23

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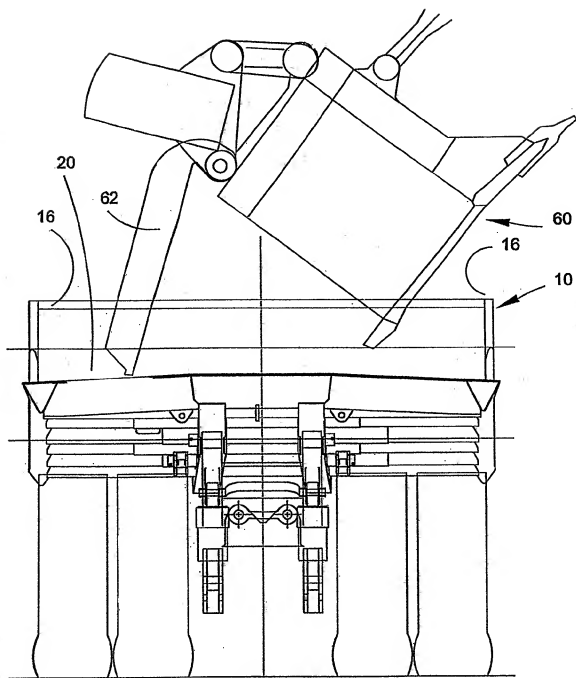


Fig. 24

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Fig. 25

